

CLASSIFICATION

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COUNTRY East Germany

REPORT

TOPIC Neuruppin Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 18 June and 1 July 1955:

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18 June. Between 1100 and 1300, only few individual take-offs by jet fighters were observed. A total of five jet fighters were parked at the taxiway. An unidentified number of aircraft were only partially visible because they were parked at or between the aircraft revetments at the northern and southern edge of the taxiway.

29 June. At 0630, the jet fighters remained unchanged in the revetments. One Li-2 and one Il-28 were parked at the taxiway. Between 0730 and 0840, parachute jumping was performed two times from an estimated altitude of about 600 meters in the following succession: one group of two men, one group of five men, and one group of six men. Subsequently, the Li-2 returned to the field, took up new parachutists, and repeated parachuting. The parachutists landed near Stoeffin. It was observed, for the first time, that parachutes used in the exercise were provided with black marking pennants fastened above the small auxiliary chute. The pennants had the same length as a large parachute.

1 July. Between the morning and 1645, only small air activity was observed. The aircraft took off individually and in elements of two, lateral and aft of each other for short local flights. Il-28s, which were parked near the old repair hangar, [redacted]. At 1630, MiG-15 or U-14G-15 [redacted] landed at the field. Between 1645 and 1900, jet fighters made take-offs in elements of two, lateral and aft of each other at intervals of about one minute. There was intensive air activity. The jet fighters practiced flying in formations of two and four. Between 2000 until about midnight, night flights were made by individual jet fighters in spite of light ground fog. Take-offs and landings were practiced while three searchlights were in operation. Two searchlights were located at the runway and one searchlight outside the airfield near the cemetery triangle.

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Jet fighters [redacted] could be identified between 18 June and 1 July.

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2. Since mid-June 1955, the Token radar set at the northern edge of the field was surrounded by a shrapnel-proof protection wall, about 40 x 40 meters, consisting of trunks. The Token radar set was in operation during air activity.

3. It was observed that four jet fighters  upper edges of fixed tail surfaces.

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4. The following air activity and aircraft were observed at Neuruppin airfield between 18 June and 9 July:

18 June. During the day, the aircraft were parked in the revetments. Only one alert flight and one Il-28 were seen at the taxiway.

20 June. At 1700, all the aircraft remained unchanged in the revetments. An antenna mast, 18 to 20 meters high, was erected 12 to 15 meters north of the Token radar set.

21 June. Between 1030 and 1900, there was only slight air activity by 4 to 5 jet fighters.

23 June. There was no air activity during daytime. At 1830, one Po-2 took off for a local flight at an altitude of 300 meters. The aircraft remained unchanged in the revetments. The alert flight of 5 MiG-15s or U-MiG-15s was observed at the taxiway.

24 June. At 1130, one Yak-15 made a local flight.

25 June. There was no air activity.

27 June. Between 1030 and 1500, jet fighters practiced flying in elements of two. They were aloft for about 45 minutes.

28 June. Between 0900 and 1600, air activity by about seven jet fighters was observed. Two elements of two jet fighters each practiced flying at an altitude of about 2,000 meters. One U-MiG-15 towing a sleeve target left the field in an easterly direction followed by a MiG-15 or U-MiG-15. Approach flights from the right and left without firing were practiced.

29 June. At 0900 and at 1030, one U-MiG-15 towing a sleeve target took off followed by a MiG-15 or U-MiG-15. After an interval of 15 minutes, a second MiG-15 or U-MiG-15 took off while the first MiG-15 or U-MiG-15 landed. The jet fighters made approach flights without firing. Between 1000 and 1700, two MiG-15s or U-MiG-15s made glide approaches of 45 degrees at the same distance to a ground target. Each plane practiced five to six attacks. After the first two aircraft had landed, the next two planes took off.

30 June. At 0730, one Li-2 took off and landed a group of 5 to 6 parachutists over the vicinity of Treskow. After the plane had completed a small circuit, a second group of parachutists jumped out.

1 July. Between 0730 and 1900, there was air activity by 12 to 41 jet fighters. Two formations of four aircraft with auxiliary fuel tanks left the field. Four jet fighters with auxiliary fuel tanks practiced glide approaches of 45 degrees at ground targets. One U-MiG-15 towing a sleeve target and one MiG-15 or U-MiG-15 practiced approach flights without firing in the Wulkow area. Between 2130 and 2400, night flying practices by 2 to 3 jet fighters were observed.

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2 July. About 32 jet fighters were counted at the taxiway. It was observed that all the aircraft which had been parked in the revetments were now parked at the airfield.

Between 17 June and 1 July, maneuvers were held in the Zippelsfoerde - Zechow - Braunsberg - Rheinshagen - Wulkow area. During that time, the jet fighters were parked in the aircraft revetments. After the maneuver, the area mentioned was opened again for civilians. Signs of the maneuver were seen everywhere at the area.

6 July. Between 0800 and 1700, 8 to 10 jet fighters practiced flying individually or in elements of two at an altitude of 500 meters. There was a 4/10 overcast and the aircraft partially flew over the clouds. The jet fighters were aloft for about 40 minutes.

7 July. Between 0830 and 1830, there was air activity by 12 to 15 jet fighters and one Il-28. The aircraft practiced flying at an altitude of 700 to 800 meters and were aloft for about 30 minutes and flew within the optical range. The aircraft took off in formations of two and four but landed individually. At 1820, two Il-28s took off and headed in an easterly direction. It was believed that these planes belonged to another airfield, because only one Il-28s was observed at Neuruppin airfield so far. Between 2130 until about midnight, three to four jet fighters practiced individual night flights at an altitude of about 1,000 meters. The aircraft were aloft for about 30 minutes. When the planes landed, the airfield was lighted by searchlights.

8 July. Between 0700 and 1900, there was air activity by 12 to 15 jet fighters. Two jet fighters individually approached a ground target in a flat angle of 20 to 25 degrees to an altitude of 400 meters. During these exercises, which lasted for about 13 minutes, the aircraft approached the ground target five to six times. Four MiG-15s or U-MiG-15s also approached the ground target without firing from an altitude of 400 meters, flying at an angle of 30 to 35 degrees. After crossing the ground target, the aircraft climbed to an altitude of 400 meters flying a wide bank. During these exercises, which lasted for 45 minutes, the aircraft approached the target 5 to 6 times. After these aircraft had landed, two and 4 jet fighters respectively took off for approach exercises. During the period of observation, a formation of four jet fighters took off and headed in an easterly direction at an altitude of about 3,000 meters. After about two hours, a formation of four jet fighters landed again at the field. Between 2030 until after midnight, individual night flights, which lasted for 30 minutes, were performed at altitudes of 800 to 1,000 meters. During air activity, ground searchlights were in operation.

9 July. At 0730, a formation of four jet fighters landed at the field.

5. On 3 July, the mast at the northern shrapnel-proof aircraft revetments in the northeastern corner of the field, was equipped with an Umbrella-type antenna. The radio trucks, which had been parked so far near the mast, were replaced by a radio shack. The Token radar set at the northern edge of the field was in operation during air activity. A mast, about 20 meters high, was erected near the Token set. The single-mast radio station, 20 meters from the northeastern corner of the officers' mess, was no longer observed. The Kniferest radar set at Klappgraben was dismantled and replaced by a set with a plane aerial, about 5 meters wide and 2.5 meters high. This aerial was apparently rotatable.

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The total length of this set was approximately 6 to 8 meters. It appeared that the aerial loop was a tube loop consisting of tubes with a diameter of about 40 mm. This set was observed for the first time on 4 July 1955. Cables or auxiliary equipment could not yet been observed.

The single-mast radio station at the timber yard in Neuruppin was still available. The single-mast radio station at Nietwerder was enlarged by a mast, about 16 meters high, which had an Umbrella type antenna on its top.

6. On 24 June, a radio mast, about 18 meters high, which was braced at three places was observed near the fuel depot. A radio truck was parked near this radio mast. 25X1

7. The following air activity and aircraft were observed at Neuruppin airfield:

28 June. Air activity by jet fighters, [redacted] was observed at the field. Local flights and formation flights were practiced. 25X1

1 July. There was air activity by jet fighters, [redacted] 25X1  
[redacted] 25X1

9 July. A siren, the sound of which increased and decreased at regular intervals, was heard at about 0545. At about 0550, 3 jet fighters towed by trucks, 2 jet fighters under their own power, 1 three-axle tank truck, 1 ambulance, 1 jeep, and 1 sedan moved to the revetments at the northern edge of the field. At about 0750, 11 jet fighters, 1 Il-28 and 1 Li-2 were parked in the southeastern corner of the taxiway. At about 1100, "all-clear" signals were sounded by a siren. 1

8. On 1 July, the radio and radar installations were checked. The Token radar set remained unchanged at the northern edge of the field south of the ammunition depot. Rotations by this set were observed. The Fishnet radar set was erected between the revetments and the ammunition depot. One single-mast radio set and a radio truck were observed at the most northern revetment. The mast was braced at three of four places and 15 to 18 meters high. A similar single-mast radio station was erected at the northern boundary of the fuel depot.

9. The following air activity and aircraft were observed at Neuruppin airfield between 30 June and 18 July: 25X1

30 June. Between 0930 and 2045, air activity by jet fighters was observed at the field. Individual take-offs and landings, local flights, and flights in formations of four were practiced. The mock attacks by formations of four on an Il-28 were presumably controlled from the ground. The Il-28 approached the field from various directions. One formation of four aircraft which had been assembled in the opposite course of the Il-28 turned toward the Il-28 while correcting its course several times. After approaching the Il-28 at a distance of 1,000 to 1,500 meters, the formation peeled off. Attacks by jet fighters were not made. After three or four approaches, the formation dispersed and the aircraft landed individually. The planes remained aloft for 40 to 45 minutes. The duration of flight by Il-28 was about 2 1/2 hours. During that period, three formations of four jet fighters practiced approach flights. The Token radar set was in operation during air activity.

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1 July. Between 0730 and 1945, aircraft took off and landed individually and made local flights. Approach flights by formations of four aircraft at the Il-28s were seen in addition to individual high altitude flights. Small night air activity could be observed in the evening.

2 July. Between 0730 and 1240, air activity by jet fighters, including take-offs and landing practices and local flights by a Po-2, was observed.

4 July. Between 0930 and 1210, several high altitude flights were made by jet fighters.

5 July. Between 1120 and 1145, one MiG-15 or U-MiG-15 practiced flying. Between 1350 and 1600, take-offs and landings were made by jet fighters. There was intermittent rain and moderate visibility.

6 July. A total of 32 jet fighters including 8 MiG-17s were parked at the taxiway in addition to 1 Il-28, 4 Yak-11s and 4 Po-2s. The MiG-17s were involved in air activity during the period of observations. It was not observed that special flight practices were ordered for MiG-17s.

14 July. Between 1700 and 1900, there was air activity including formation flights, approach flights at jet fighters, and high-altitude flights. Formation flights were made in formations of two and four. At 2045, approach flights were made while searchlights were in operation. The flights were performed as follows:

One MiG-15 or U-MiG-15s with position lights was sought out and after it had been caught in the searchlights, additional jet fighters approached the illuminated aircraft. A total of three searchlights were in operation during these exercises.

15 July. Only three individual take-offs by jet fighters were seen. The aircraft remained aloft for 5 minutes each. The flights were made in the vicinity of the field. At 2030, the same night flying practices were observed as on the preceding day.

16 July. At 1000, Il-28 [ ] landed, and a second Il-28 was observed at the field. At 1015, a red star was fired and subsequently an alert flight scrambled. It was estimated that the aircraft were aloft 90 seconds after the alarm signal was given. The planes landed 12 minutes later after being at a high altitude. At 1100, one Il-28 took off and practiced flying being aloft for about 1 1/2 hours. The aircraft approached the field from an altitude of about 3,000 meters coming from various directions. After the landing of the Il-28, no air activity was observed at the field. 25X1

18 July. At 0730, one Il-28 took off, climbed to an altitude of about 3,000 meters and landed again at 0815. Between 0945 and 1028, three jet fighters practiced formation flying. Between 1450 and 1740, six jet fighters made individual flights which lasted 40 to 50 minutes. A total of 36 jet fighters was counted. Seventeen jet fighters covered with new tarpaulins were parked in front of the small southeastern hangar. Il-28 [ ] 1 Li-2, 3 Po-2s, and 3 Yak-11s were seen at the taxiway.<sup>1</sup> 25X1

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1.  Comment. Neuruppin airfield is believed to be still occupied by one fighter regiment. Intensified air activity concentrated on aiming and firing practices, and formation flights. The parachute jumps were apparently duty jumps by the flying personnel as it was observed on several airfields in East Germany. The maneuver-like occupation of aircraft revetments and camouflage of aircraft, motor vehicles, and equipment between mid-June and 1 July, was also reported from several airfields in the GDR. MiG  has been previously reported from Brandenburg - Briest airfield, MiG  from Grossenhain airfield, MiG  from Jueterbog airfield, and MiG  from Merseburg airfield.  All other aircraft  were reported from Neuruppin airfield. About 32 to 36 jet fighters were observed at the taxiway. 25X1  
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2.  Comment. The radio set with a rectangular plane aerial, about 5 x 2.5 meters, which was newly erected near Klappgraben,  The other radio and radar installations were reported previously. The radio shack near the Umbrella-type aerial at the revetments in the northeastern corner of the taxiway was observed for the first time. According to observations made on 30 June, **mock attacks** by jet fighters on an Il-28 were controlled by a **Token**-radar set on the ground. This exercise was apparently held to practice ground-to-air radio traffic. 25X1  
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